

Honolulu High-Capacity Transit Corridor Project

Meeting Minutes

Date of Meeting: Monday December 19, 2005, 10:30 p.m. – 11:30 p.m. **Location:** DTS Conference Room, 3rd Floor

Subject: Introduction and Project Overview Meeting with Estate of James Campbell

Attendees: Dan Davidson, Vice President, Development, EJC
George Hiu, EJC
Craig Arakaki, Civil Engineer, Engineering Concepts, Inc.
Toru Hamayasu, Division Chief, DTS
Faith Miyamoto, Environmental Planner, DTS
Jennifer Russell, Transportation Engineer, PB
Lawrence Spurgeon, Environmental Planner, PB
Clyde Shimizu, Civil Engineer, PB

- Summary:**
- Members of EJC attended the public scoping meeting, so no project overview needed to be provided.
 - Dan indicated that the transit terminus on the Waianae side of Kalaeloa Blvd. was in a good location. There is a 14-acre parcel on the makai side of Kapolei Parkway that is zoned for transit/mixed use. A regional mall is planned on the opposite side of Kapolei Parkway (two lots across from the Advertiser building).
 - Dan would be willing to consider space allotted for a park and ride facility near the terminus as described above. Note: the zoning is not yet complete in the area near the potential terminus.
 - Craig mentioned that Kapolei Parkway between Kalaeloa Blvd. and Fort Barrette Road has a 124-ft wide right of way, with 12' lanes, 10' sidewalks, and a 44-ft wide median. There will be a 10' landscape setback. At the intersection of Kapolei Parkway/Fort Barrette Rd. double-left turns are likely to be needed. This will be taken from the median. Bills Engineer (Mehana Project) is the design engineers.
 - Toru indicated that the implication of the transit corridor illustrated on the Master plans is that there should be a 25- or 30-ft wide transit corridor designated along the illustrated path. In this case, it is in the median of Kapolei Parkway.
 - Dan mentioned that the Kamokila Blvd. alignment is not consistent with the plans for the City of Kapolei. It has a 100-ft wide right of way with 20-ft wide medians. This alignment is not as desirable.
 - Dan mentioned that if the alignment was to extend towards the Kalaeloa Development, then Wakea St. is preferred alignment.
 - City will be provided with the triangular-shaped parcel at the corner of Kamaaha St./Kapolei Parkway. Dan mentioned that having a transit station at that site is desirable.
 - Dan noted that one of the conditions of the Campbell Estate Trust is that provision that Campbell (or affiliates who own the property) is obligated to provide a right of way for transit. The obligation to provide right of way extends past the termination of the Trust; therefore the right of way is assured to be provided.

- Dan will be the Point of Contact for EJC matters.

Actions Required:

Distribution**By:** Clyde Shimizu

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Mark Scheibe
